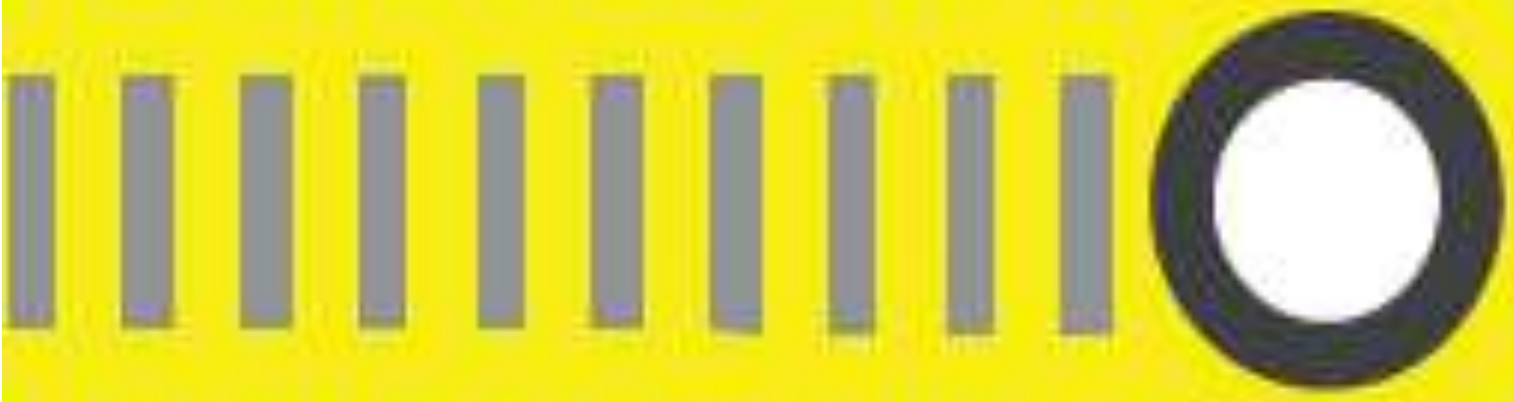


What's Next for Division 6?



The 3-acre block that makes up the former Metro bus yard, known as Division 6, represents a once-in-a-lifetime opportunity to implement a community vision for this central location in Venice. After completing a series of workshops, focus groups, an on-line survey, and various other outreach activities, Metro is now preparing development guidelines that will assist us in selecting a developer that can deliver on this vision.

Did we get it right? In the stations that follow, let us know what you think!

WHAT ARE DEVELOPMENT GUIDELINES?

1

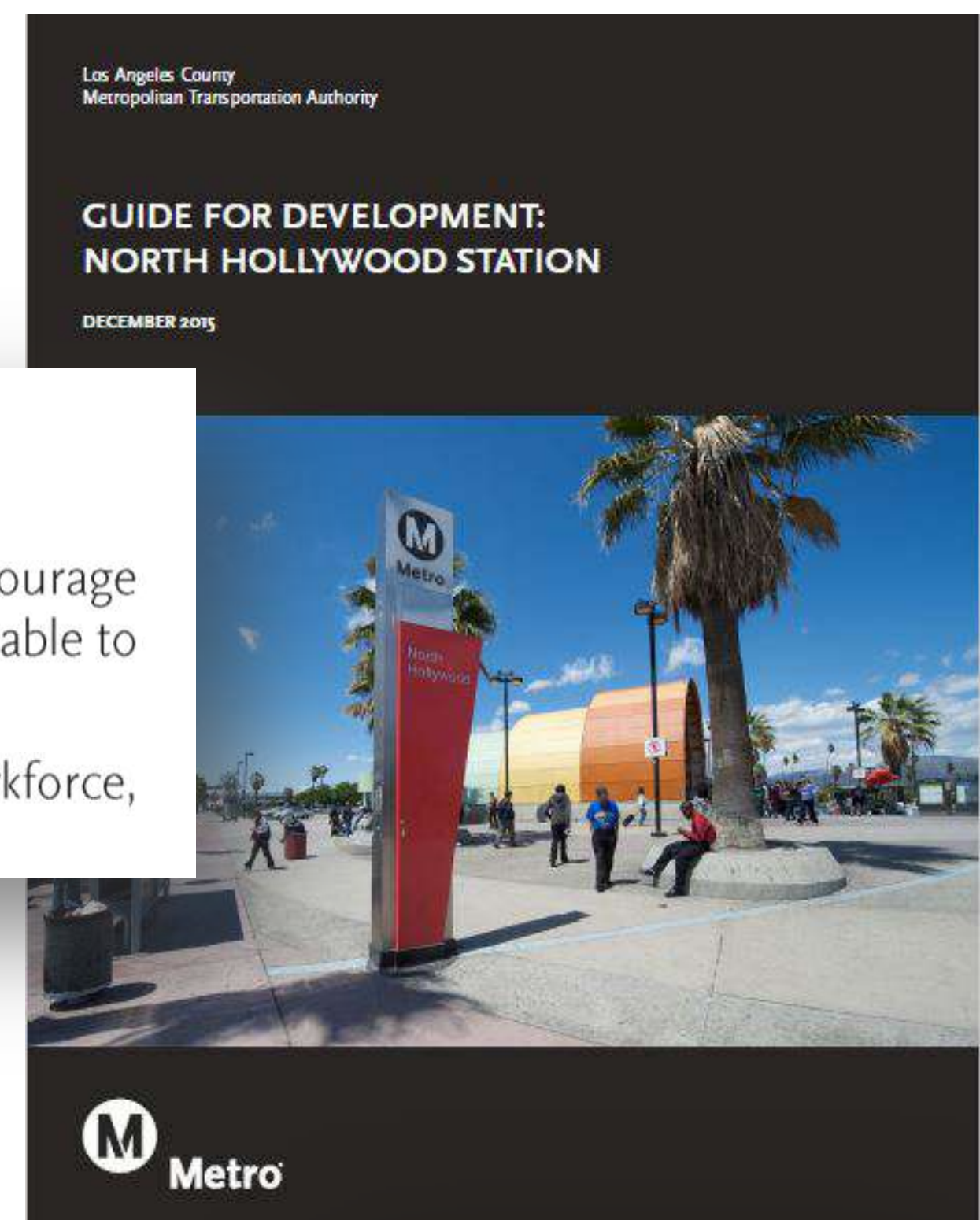
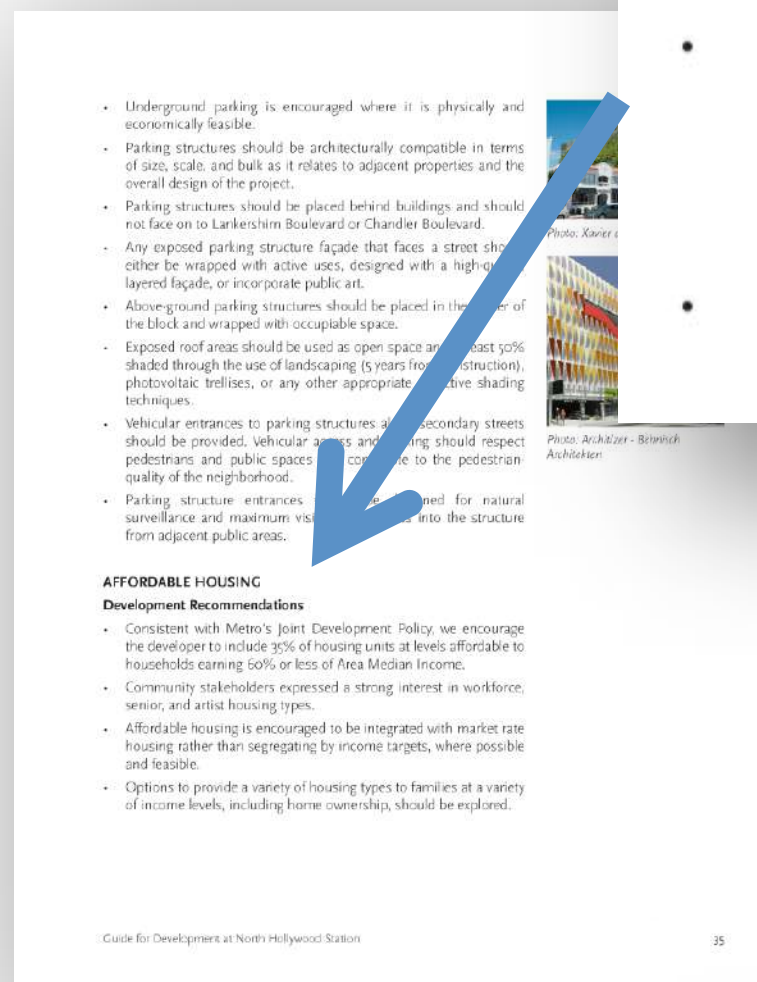
Development guidelines address a variety of topics such as building height and density, pedestrian circulation, public art, ground-floor uses, and much more. These guidelines help Metro solicit proposals from developers, evaluate their work, and guide development. Metro has recently prepared Development Guidelines for Joint Development sites in Boyle Heights, North Hollywood and on the new Crenshaw line.

North Hollywood, December 2015

AFFORDABLE HOUSING

Development Recommendations

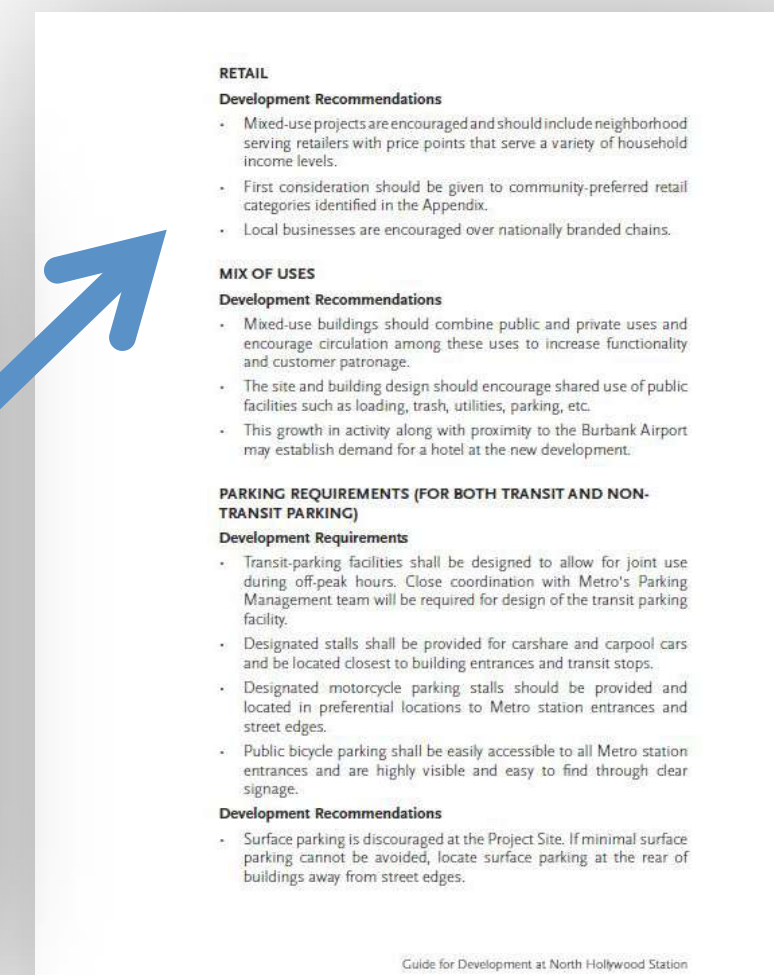
- Consistent with Metro's Joint Development Policy, we encourage the developer to include 35% of housing units at levels affordable to households earning 60% or less of Area Median Income.
- Community stakeholders expressed a strong interest in workforce, senior, and artist housing types.



RETAIL

Development Recommendations

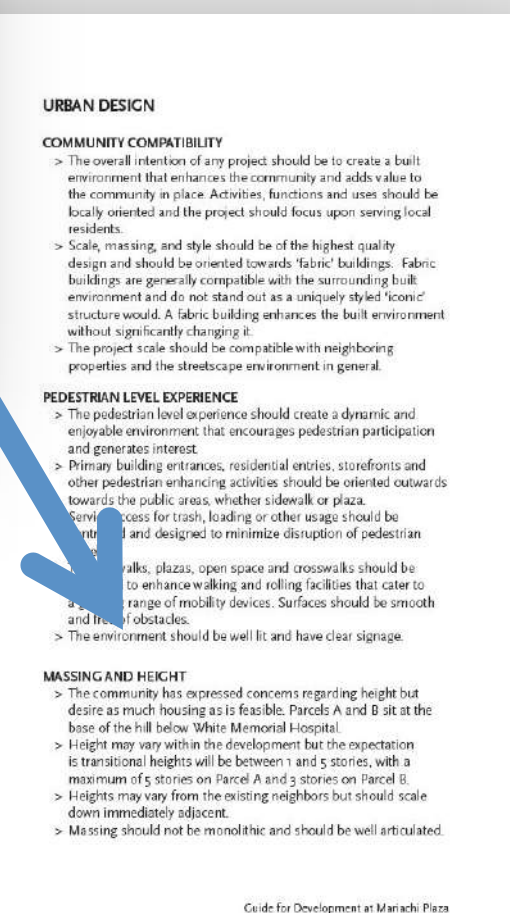
- Mixed-use projects are encouraged and should include neighborhood serving retailers with price points that serve a variety of household income levels.
- First consideration should be given to community-preferred retail categories identified in the Appendix.
- Local businesses are encouraged over nationally branded chains.



Mariachi Plaza, January 2017

MASSING AND HEIGHT

- > The community has expressed concerns regarding height but desire as much housing as is feasible. Parcels A and B sit at the base of the hill below White Memorial Hospital.
- > Height may vary within the development but the expectation is transitional heights will be between 1 and 5 stories, with a maximum of 5 stories on Parcel A and 3 stories on Parcel B.
- > Heights may vary from the existing neighbors but should scale down immediately adjacent.
- > Massing should not be monolithic and should be well articulated.



Outreach Process

In 2018, Metro's Joint Development team initiated community outreach to develop a vision for the long-term use reuse of Division 6. Working with residents, businesses and other stakeholders, the team gathered feedback and ideas about how this site could be developed to have broader positive community impact, increase mobility connections and improve quality of life – all of which is now shaping the development guidelines for the long-term development of the Division 6 Site. Past outreach activities include:

Outreach Summary

- 3 Focus groups
- 9,000 hand-delivered flyers
- Workshop #1 October 25th, 2018
- Workshop #2 December 1st, 2018
- “Walk-a-bout” with residents
- Venice Farmers Markets
- “Virtual Workshop” with over 1,000 participants
- On-line comments

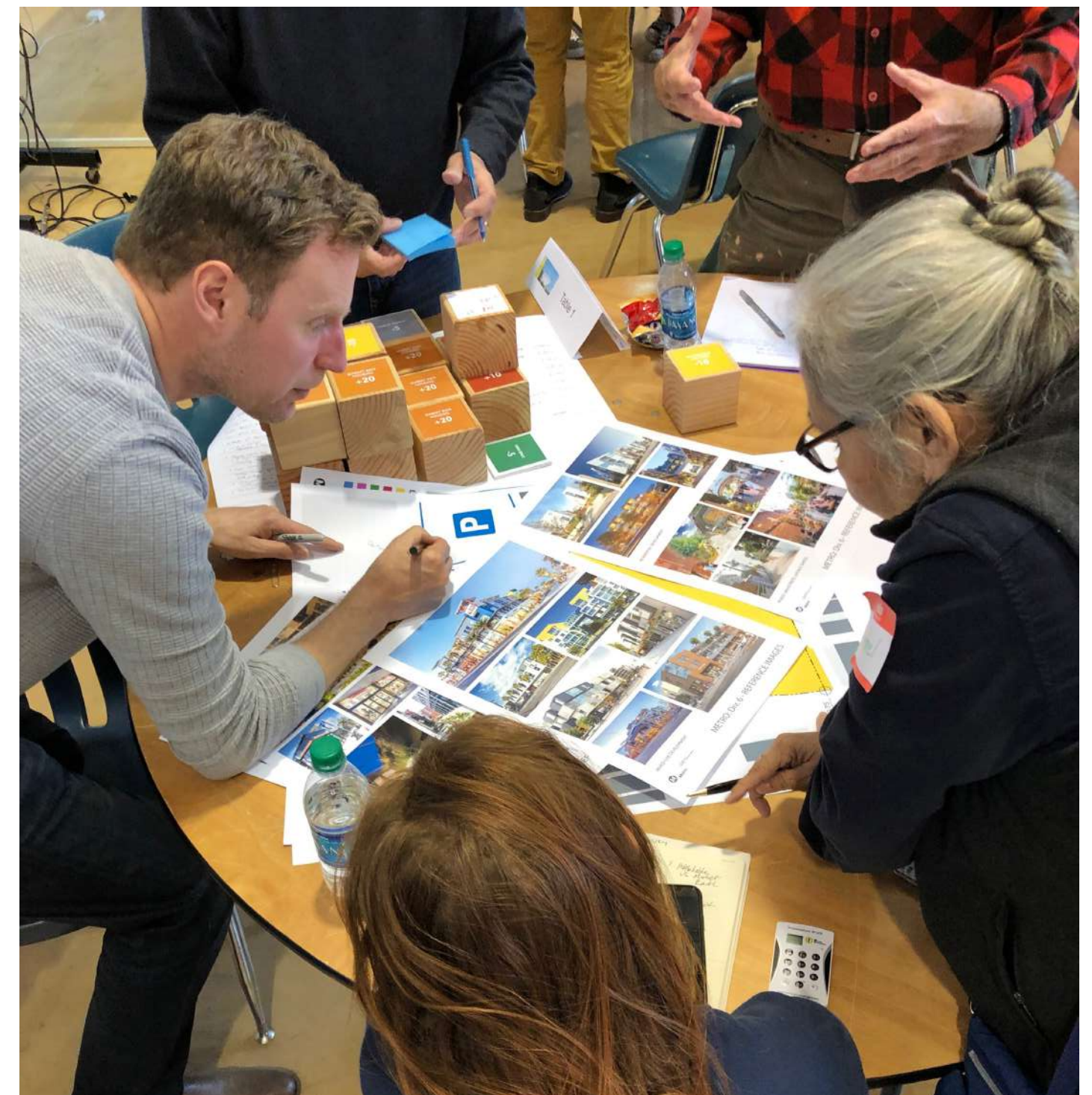






EXHIBIT A: JOINT DEVELOPMENT PROCESS CHART

Metro Joint Development Process				
STAGE	Initial Community Outreach	Developer Solicitation/ Selection**	Project Refinement, Joint Development Agreement Ground Lease Negotiations	Permitting and Construction
ACTIONS				
	<ul style="list-style-type: none"> >Community meetings >Creation of Development Guidelines* 	<ul style="list-style-type: none"> >Issue Request for Information and Qualifications (RFIQ) and/or Request for Proposals (RFP) >Evaluate proposals >Community update 	<ul style="list-style-type: none"> >Developers progress architectural design >Community outreach and input - several iterations >Entitlements and CEQA process*** >Negotiation of financial terms 	<ul style="list-style-type: none"> >City engineering >Construction documents >City building permits >Seek concurrence from FTA (for properties with federal interest) >City-related approvals >On-site construction >Occupancy
	Metro Board approves Development Guidelines	Metro Board authorizes Exclusive Negotiation Agreement (ENA) with recommended developer(s)	Metro Board approves Joint Development Agreement and Ground Lease Agreement	Completed project
approximate overall time frame: 48 - 70 months				
	6 - 8 months	6 - 8 months	18 - 30 months	18 - 24 months

*Staff may undertake preliminary market analysis or related studies prior to the drafting of Development Guidelines.

**Once the RFIQ/RFP is released, Metro is in a "blackout" period. During this period, Metro cannot discuss the specific content of proposals until staff releases their recommendations for a developer. Metro can do general outreach to keep stakeholders apprised of the process and key dates.

***Proposed use requires local jurisdiction approval and may include environmental, zoning, and local plan consistency review and public hearings.



HOUSING

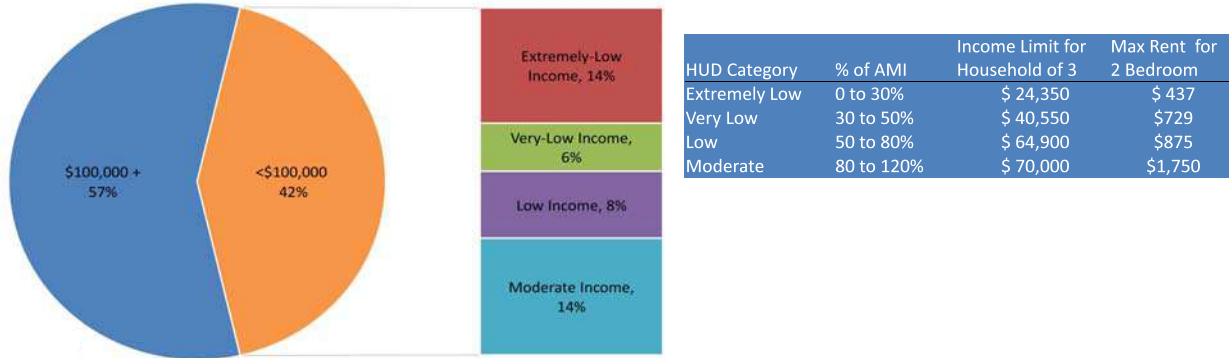
Proposed Development Requirements

- Consistent with Metro’s Joint Development Policy, 35% of housing units should be made affordable to households earning 60% or less of Area Median Income (AMI)

Proposed Development Guidelines

- Community stakeholders expressed a strong interest in workforce, senior, artist, and market-rate housing
- Provide mixed-income housing targeted to a variety of income levels from 0 to 120% of AMI, including housing for families

Venice Households by Income Category



100% Affordable, 160 rental units
Belmar Apartments, Santa Monica, CA
Contains live/work studios with roll-up storefronts, as well as apartments in one-to-three-bedroom floorplan for 60% AMI.



100% Affordable, 31 rental units
The Courtyard at La Brea for extremely- low income households, West Hollywood, CA



70% Affordable for 30%-60% AMI, 33 rental units
Tilden Terrace, Culver City, CA
11,000 square feet of retail space
Green building practices



20% Affordable, 516 rental units
Residences at Pacific City, Huntington Beach
516 luxury units, ranging from studios to three-bedroom penthouses
20% reserved for Moderate Income households



100% Affordable, 200 rental units
Long Beach Senior Arts Colony, Long Beach, CA
Includes art studios, an art gallery, and a 99-seat performance theatre



85% Affordable, reserved for artists
WAV (Working Artist Ventura), Ventura, CA
54 live-work units reserved for artists,
13 market rate condominiums,
Exhibition/theater spaces for artist

COMMUNITY SPACE

Proposed Development Requirements

- Development should include dedicated space available to residents of the development and the surrounding community focused on arts, youth, and creative interests
- Public art should be incorporated into the project, including facades, entrances, lobbies, and open spaces
- The existing P.O.W. mural has been digitally archived to ensure its continued place in the future development; the development should incorporate this important community asset

Proposed Development Guidelines

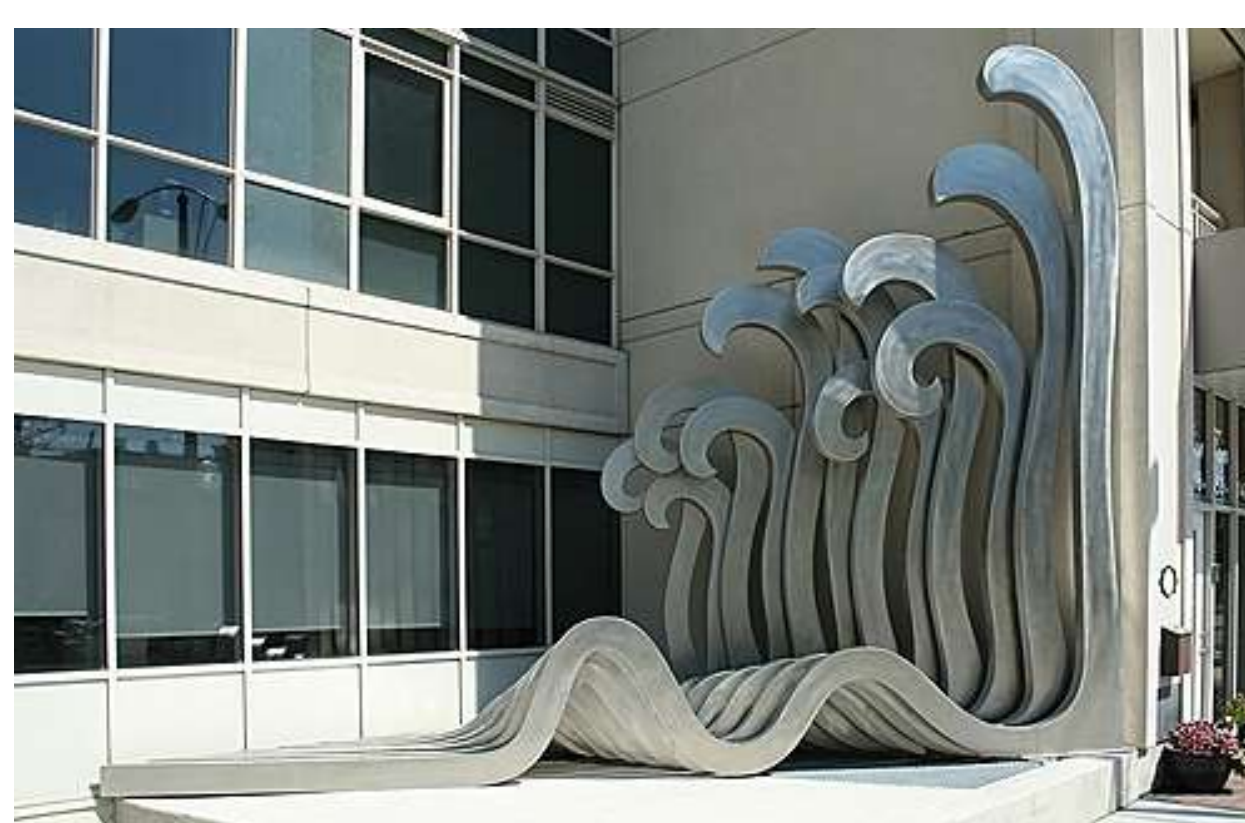
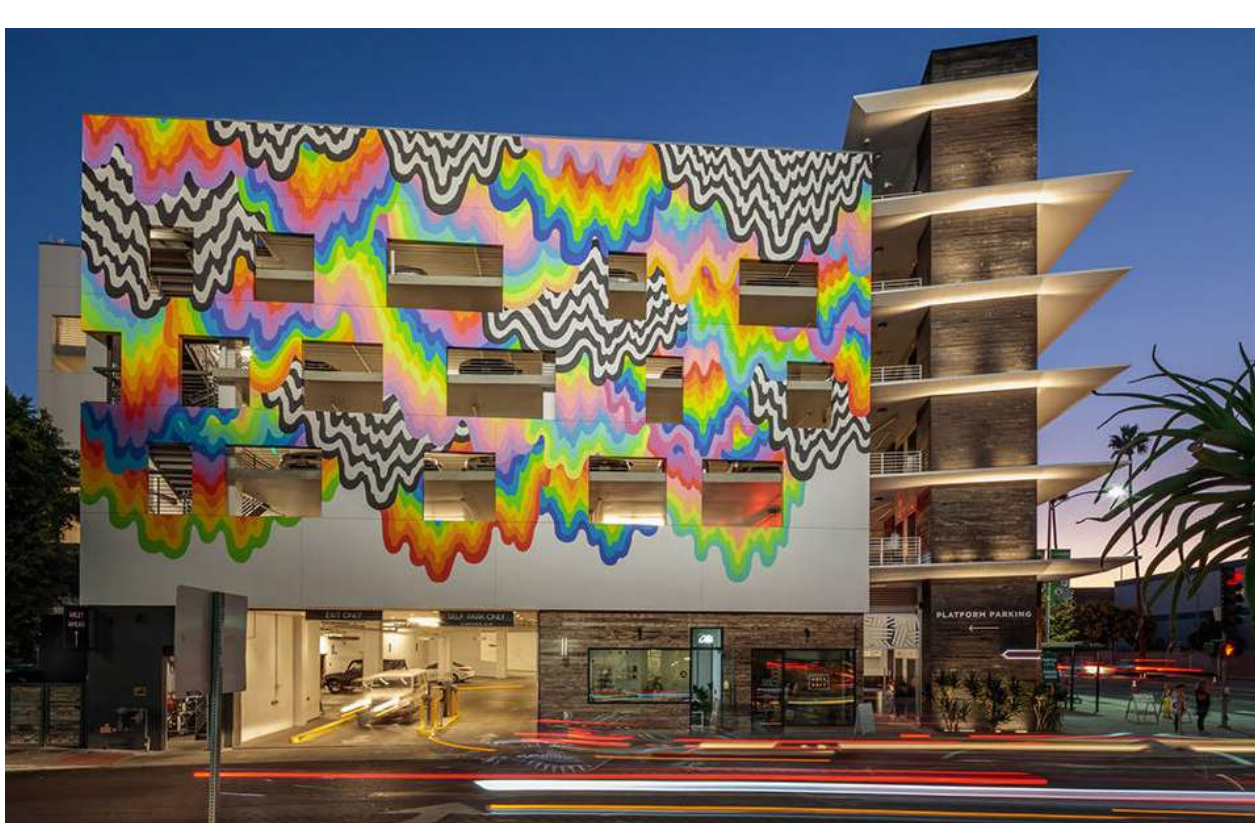
- Consider inclusion of the following community space functions: art gallery, workshop, performance space, meeting room, youth educational space, or seniors gathering space
- Incorporate flexible space with the opportunity for indoor and outdoor events
- Locate community space to be publicly visible, accessible and to increase opportunities to interact with the Venice community; also consider possible location adjacent to open space



OUTDOOR & GATHERING SPACES



MULTIPURPOSE & PERFORMANCE SPACES



MURAL & PUBLIC ART



WORKSHOP & EXHIBIT SPACES

OTHER USES

Proposed Development Requirements

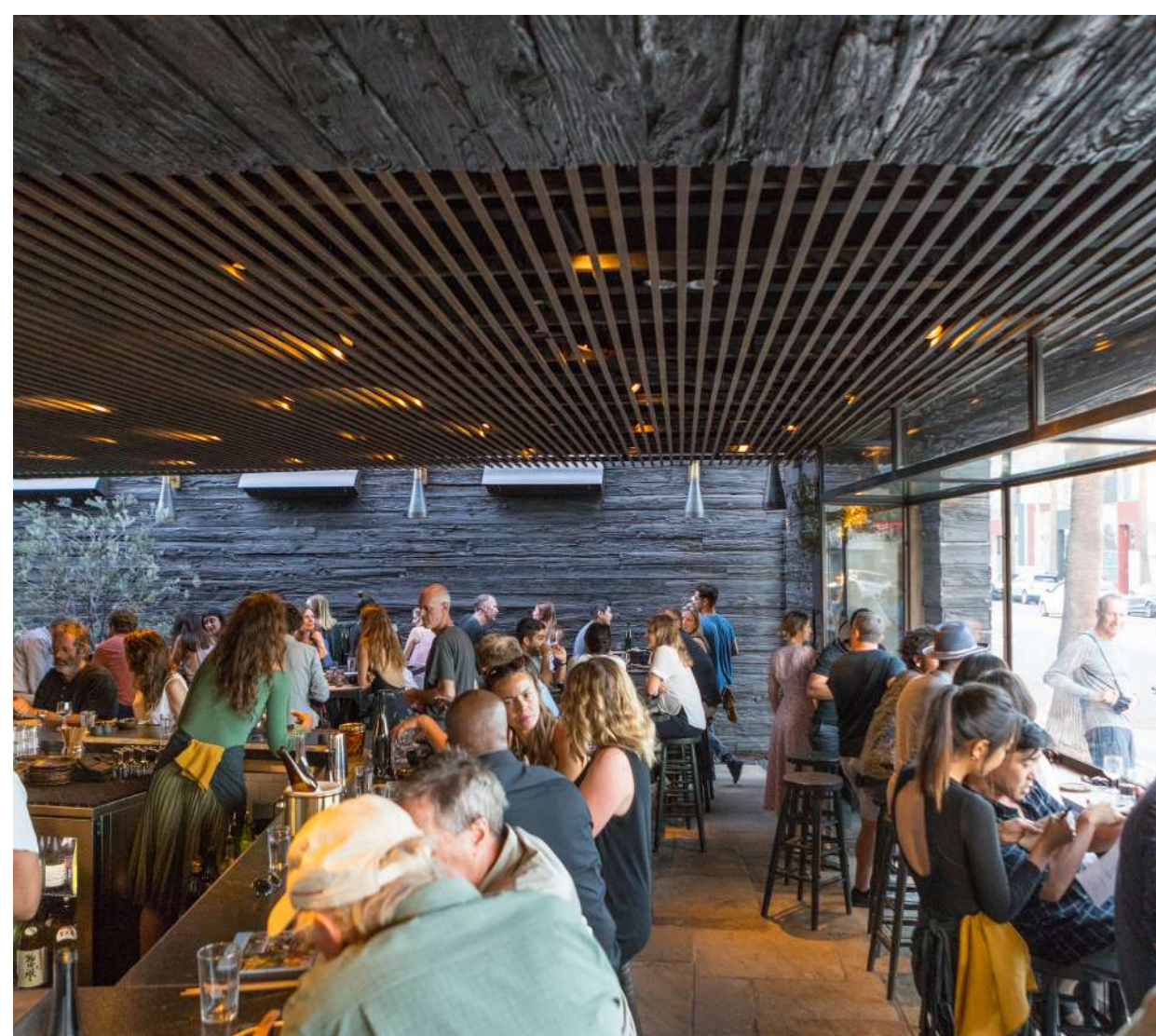
- Development should support a mix of uses in addition to housing and community space
- The project should provide adequate parking to ensure that there is no spillover of project generated parking demand into the surrounding neighborhood
- The project shall provide additional visitor-serving parking to address community-wide parking needs

Proposed Development Guidelines

- Locate local and visitor-serving retail, restaurants, and services along Main Street
- Consider incorporating a small, moderately-priced hotel to help alleviate pressure of short-term rentals on local housing availability



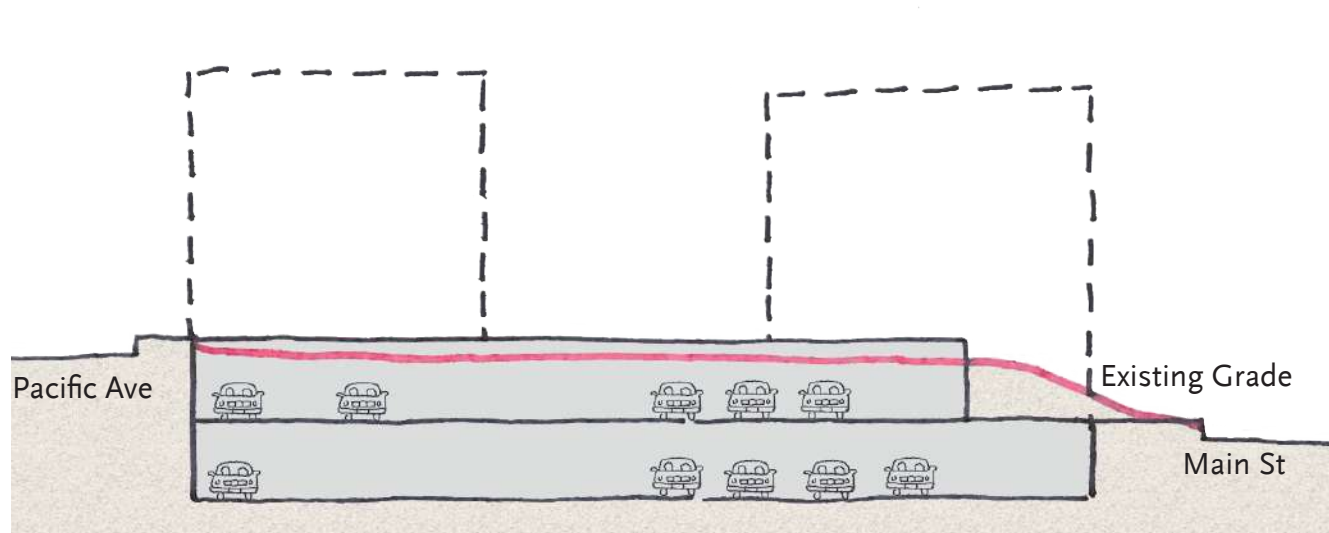
RETAIL



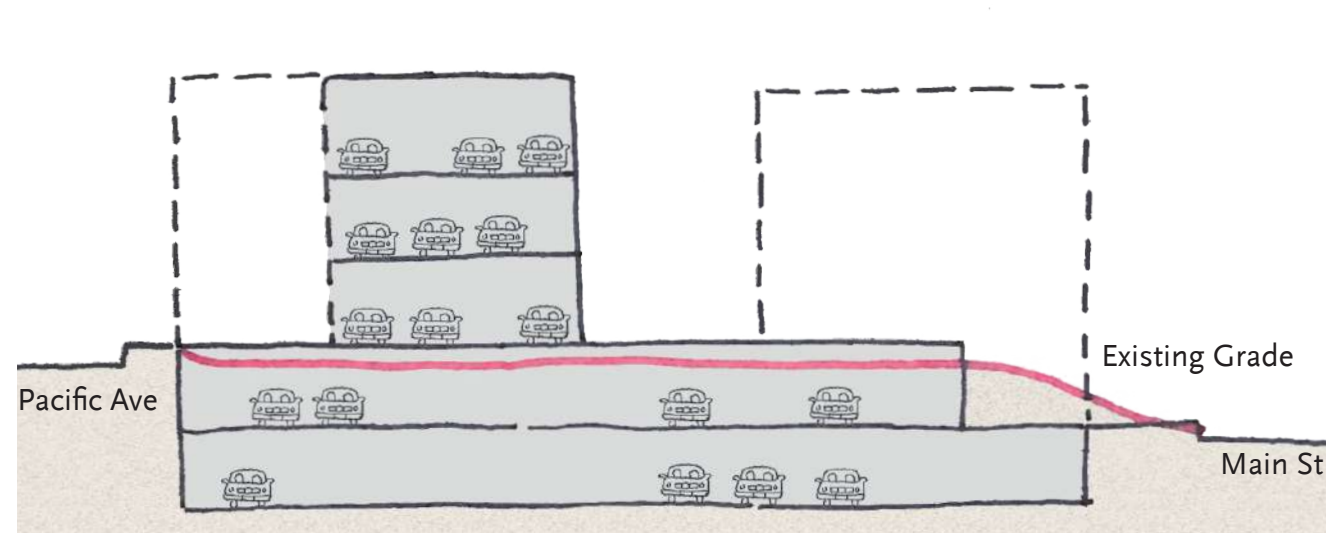
RESTAURANT



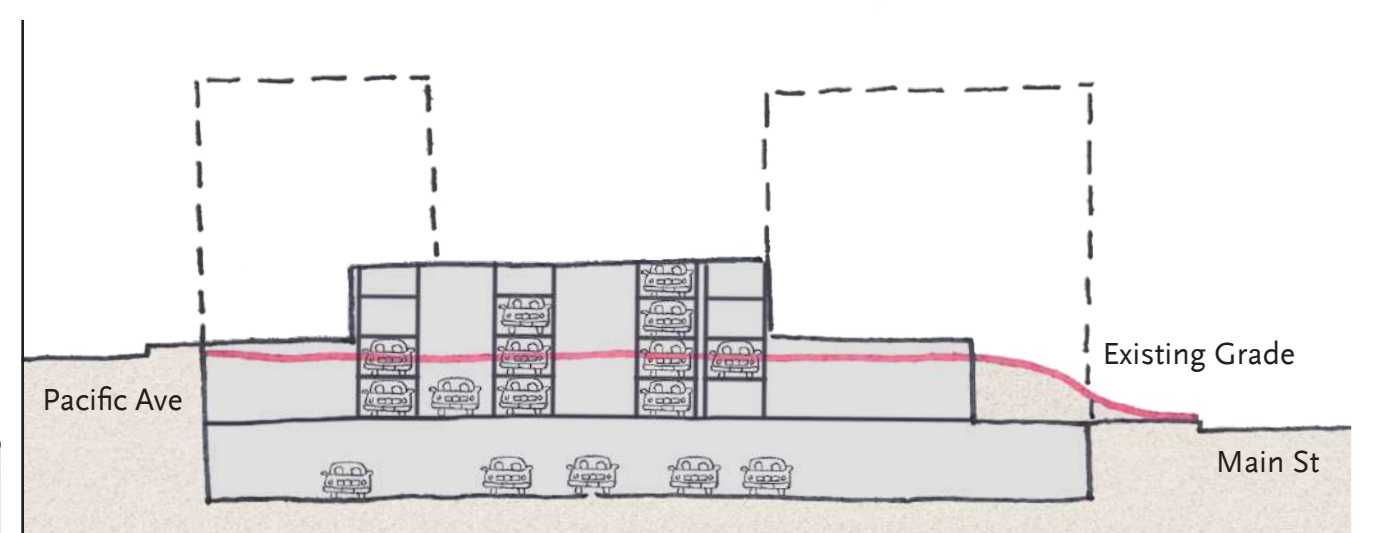
GALLERIES/ART



PARKING



PARKING WITH ADDITIONAL ABOVE GRADE STALLS



PARKING WITH ADDITIONAL AUTOMATED STALLS



VISITOR PARKING



AUTOMATED PARKING



HOTEL

Proposed Development Requirements

- The scale and character of the project should complement the surrounding community
- The massing should be broken down, stepping up from 2 to 3 stories along Main Street and 3 to 4 stories along Pacific Avenue with additional height toward the interior of the site so that buildings are less apparent from the adjoining streets and public rights-of-way

Proposed Development Guidelines

- The ground-floor experience should create a dynamic and enjoyable environment that encourages pedestrian participation and generates interest
- Massing should be well articulated and not monolithic
- Create visual connections and view corridors between the development and the surrounding community

How Big is Division 6?



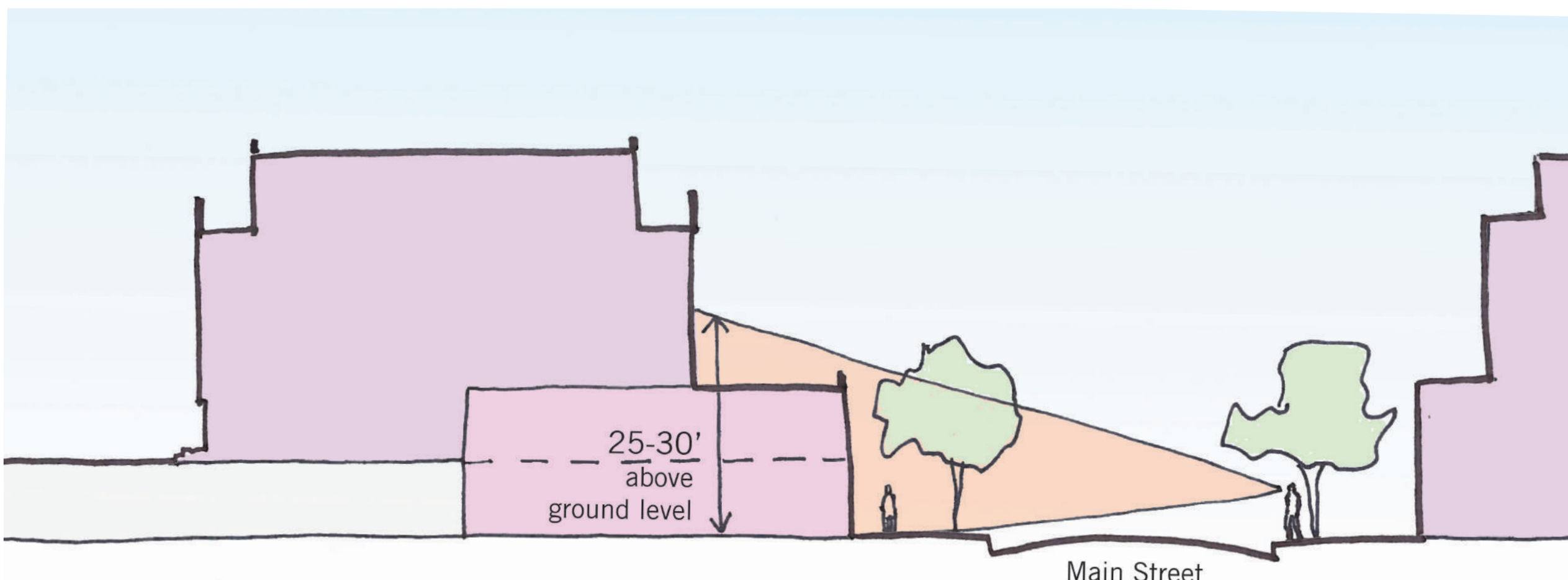
EXISTING SITE



FOR SCALE: VENICE BLOCK

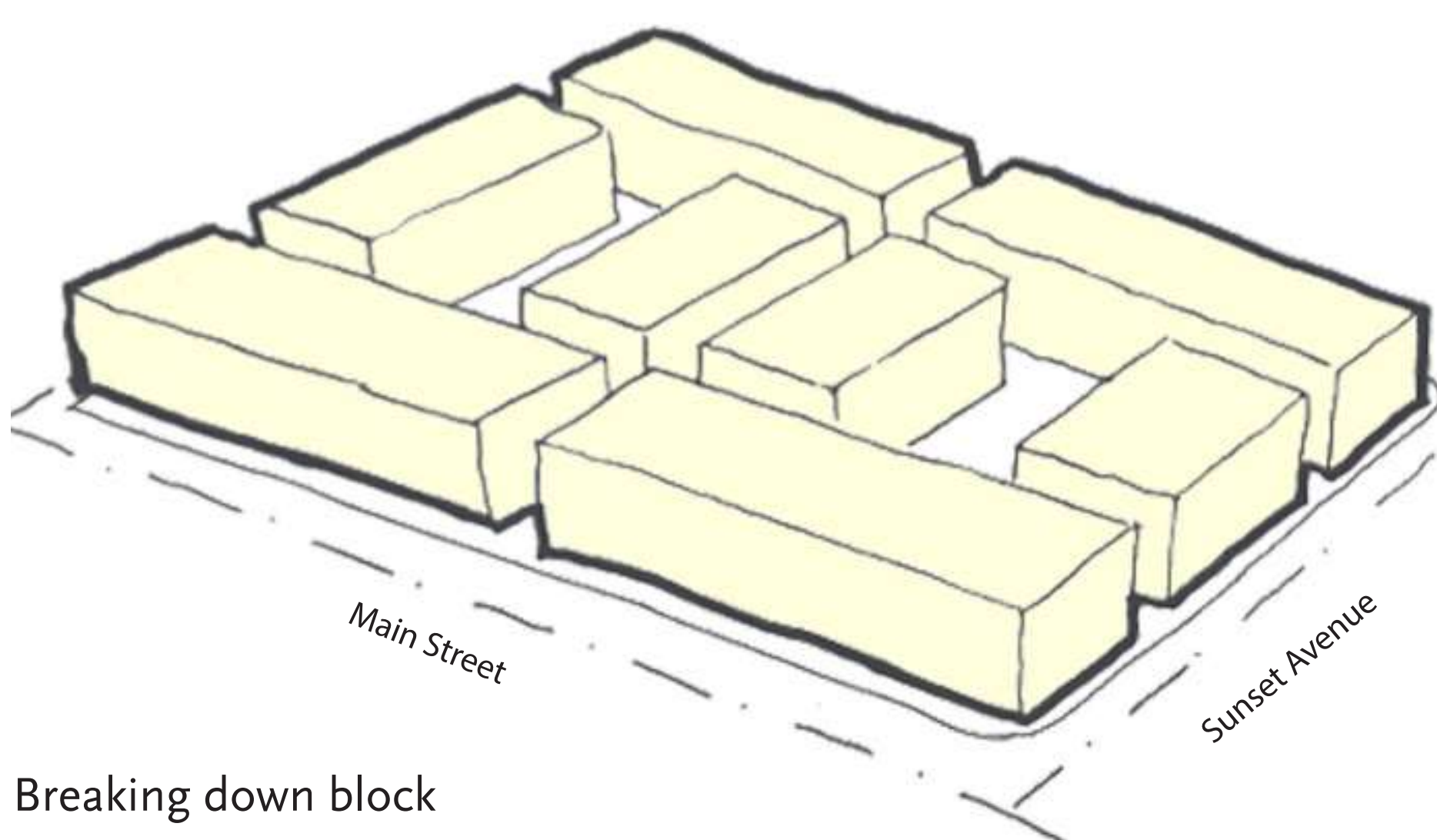


FOR SCALE: GRIFFITH OBSERVATORY



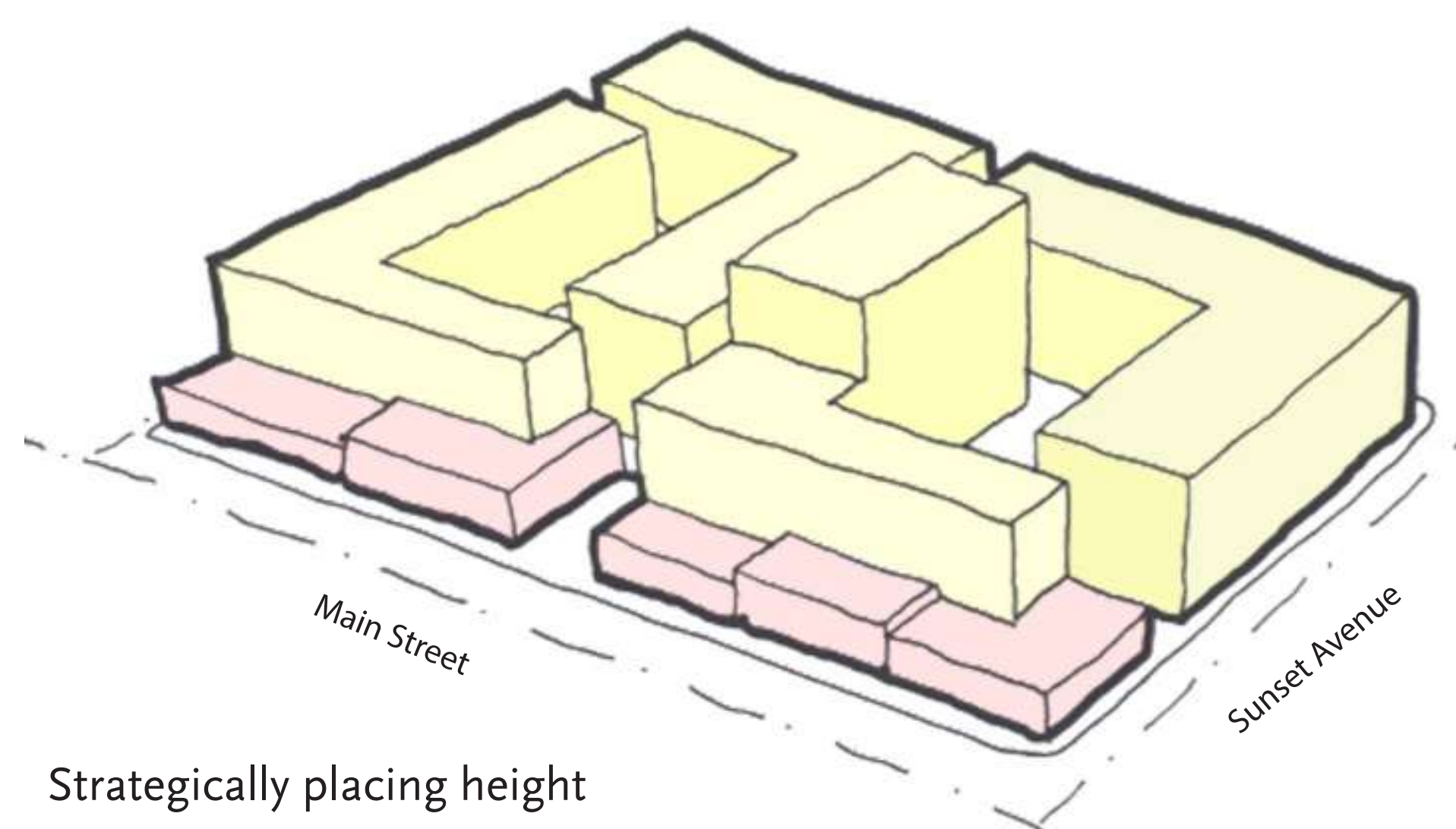
PEDESTRIAN VIEW & STEPBACKS

The lower one to two floors of a building are the most important in relation to the pedestrian's experience of the neighborhood



Breaking down block

MASSING AND SCALE



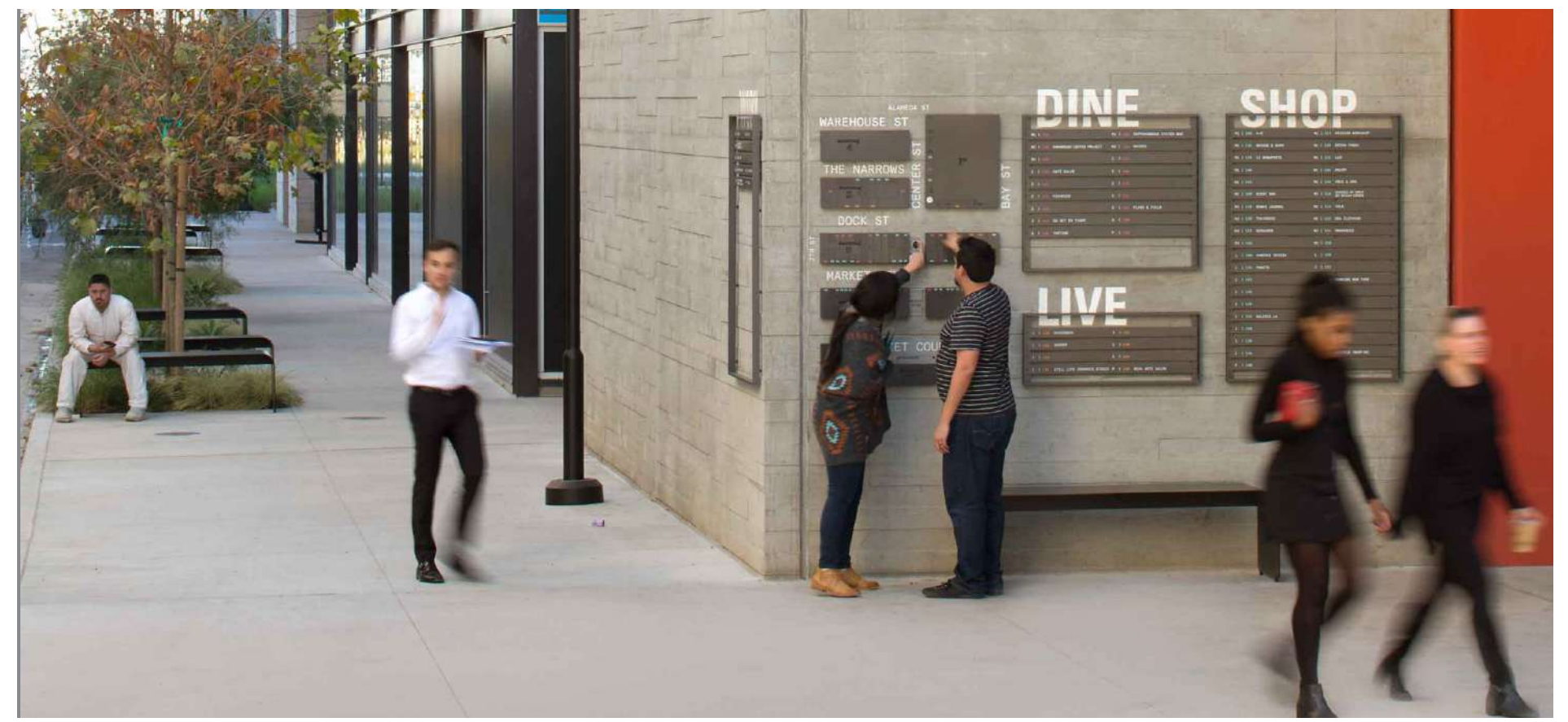
Strategically placing height

Proposed Development Requirements

- The site should be organized around a publicly accessible pedestrian paseo that connects from Main Street to Pacific Avenue
- Primary vehicular access shall be provided off of Main Street, with a potential secondary entrance off Pacific Avenue
- Sidewalks surrounding the site should be appropriately sized and furnished allowing space for transit shelters and street trees
- Retail should be located on Main Street

Proposed Development Guidelines

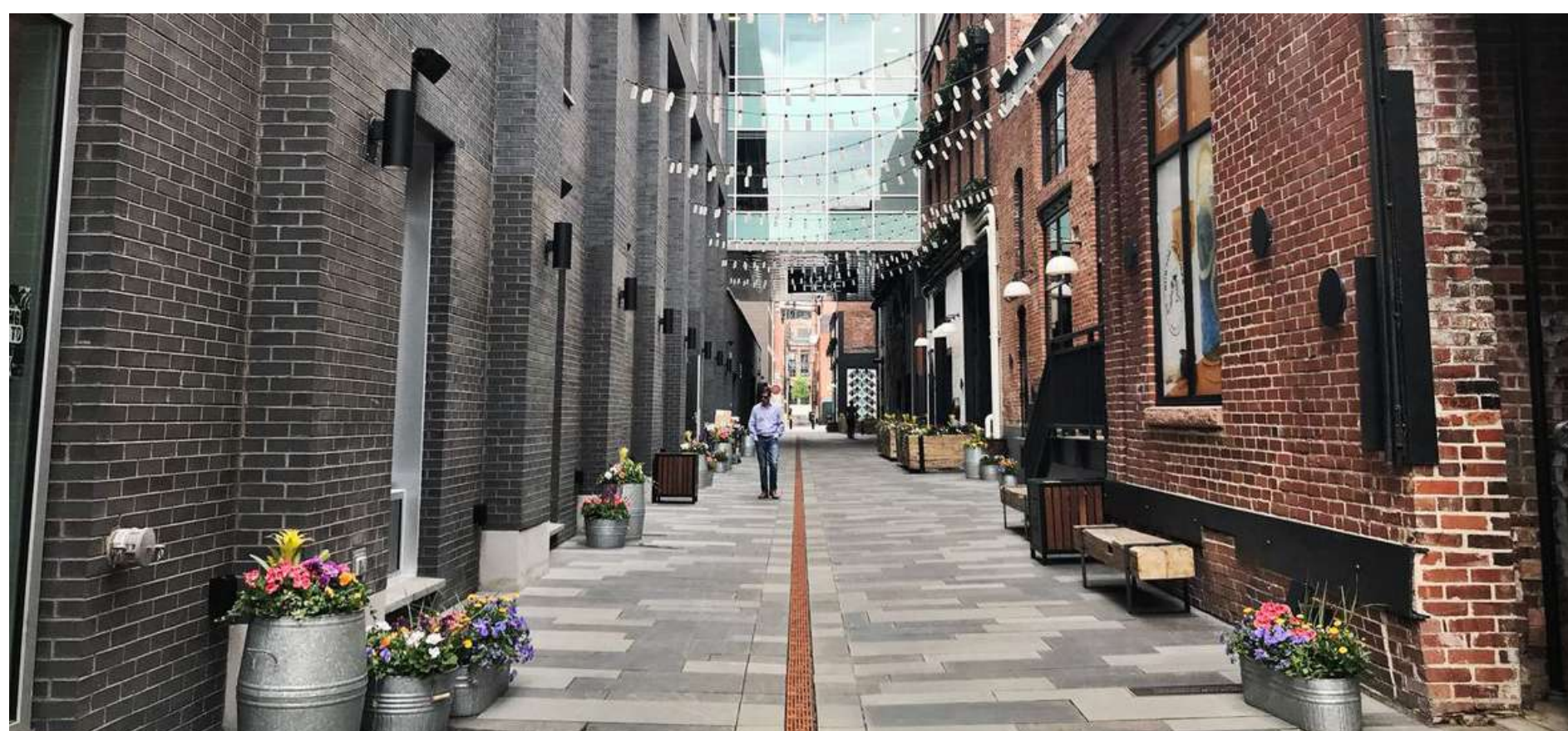
- The base of the buildings should animate the street by containing active uses supported by transparent and porous facades that reflect the neighborhood character
- Blank walls more than 20 feet in length should be avoided
- Entrances shall be easily identifiable and well lit for convenience, visual interest, and safety



VISUAL CONNECTIVITY & INTERNAL SITE ORGANIZATION



OPEN SPACE



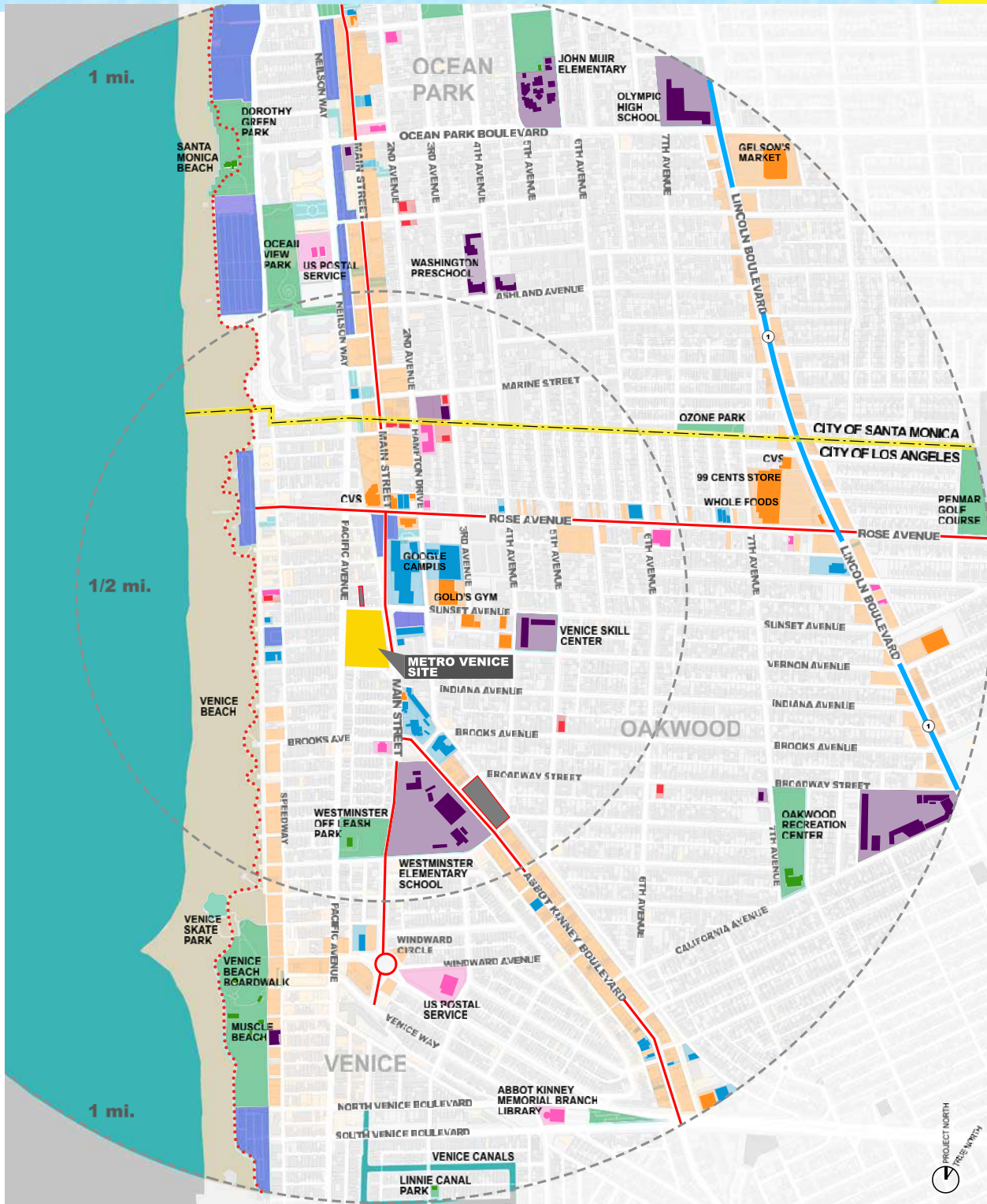
PASEOS & WALKWAYS


















ENTRIES & OFF SITE/ON SITE CONNECTIONS

NEIGHBORHOOD CONNECTIVITY

4



LEGEND

- | | | |
|---|--|---|
|  METRO SITE |  COMMERCIAL RETAIL |  COMMERCIAL CORRIDOR |
|  FAITH BASED |  COMMERCIAL OFFICE |  COMMERCIAL STREET |
|  PUBLIC OPEN SPACE |  EDUCATION |  STATE ROUTE |
|  PUBLIC/CIVIC |  RESIDENTIAL |  BEACH BIKE PATH |
|  PUBLIC PARKING |  PROPOSED DEVELOPMENT |  CITY BORDER |



Proposed Development Requirements

- Development must preserve and enhance local and regional access to the Venice shoreline while improving neighborhood mobility
- Dedicate pick-up and drop-off space for ride hailing services
- Coordinate with Metro, the City of Los Angeles, Big Blue Bus and other transit providers to enhance facilities on the site
- Provide on-site bicycle parking spaces and consider inclusion of a Metro Bike Hub

Proposed Development Guidelines

- Reserve space for Metro Bike share, Santa Monica Breeze, and other bike share services
- Reserve dedicated space for the e-scooters and other alternative mobility devices
- Reserve parking for shoreline visitors and car share program parking



ENHANCED BUS SHELTERS



DIGITAL SIGNAGE FOR BUS PATRONS



BIKE HUB - SECURE BIKE PARKING



BIKE PARKING



BIKE SHARE AND E-BIKE SHARE



E-SCOOTERS



DEDICATED PICK-UP AND DROP-OFF FOR RIDE HAILING SERVICES



CARSHARE AND EV CHARGING



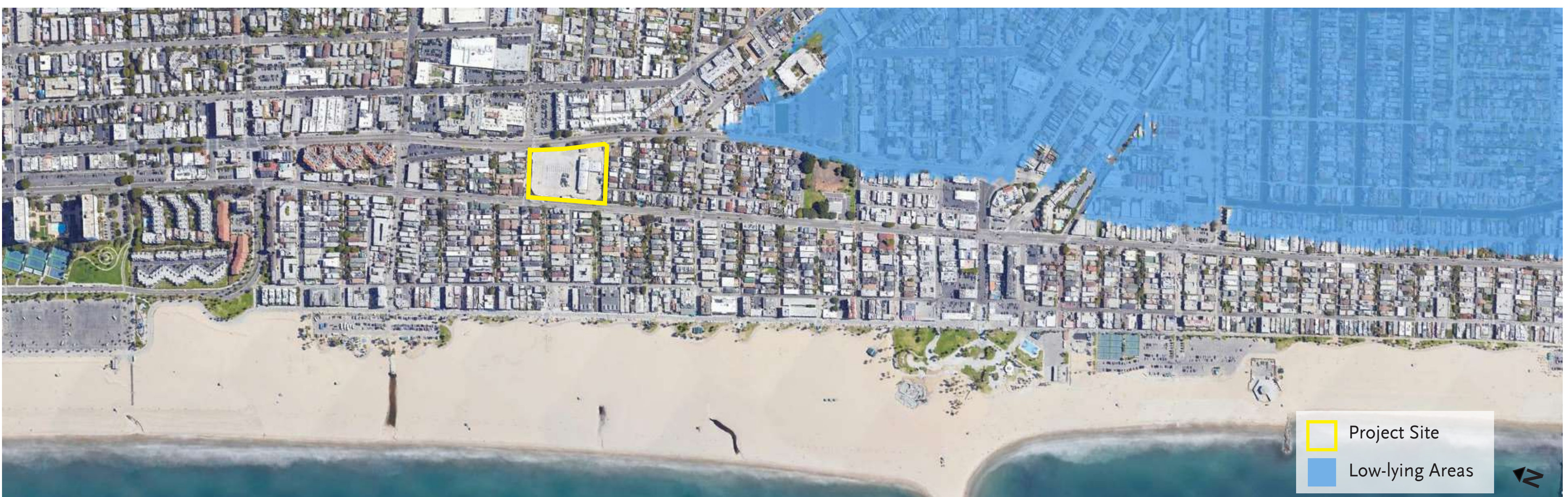
MICROTRANSIT

Proposed Development Requirements

- The project should embrace the concept of sustainable communities, which includes economic, environmental, and social sustainability
- New construction must meet sustainability criteria developed for Leadership in Energy and Environmental Design (LEED) at a minimum “Gold” level

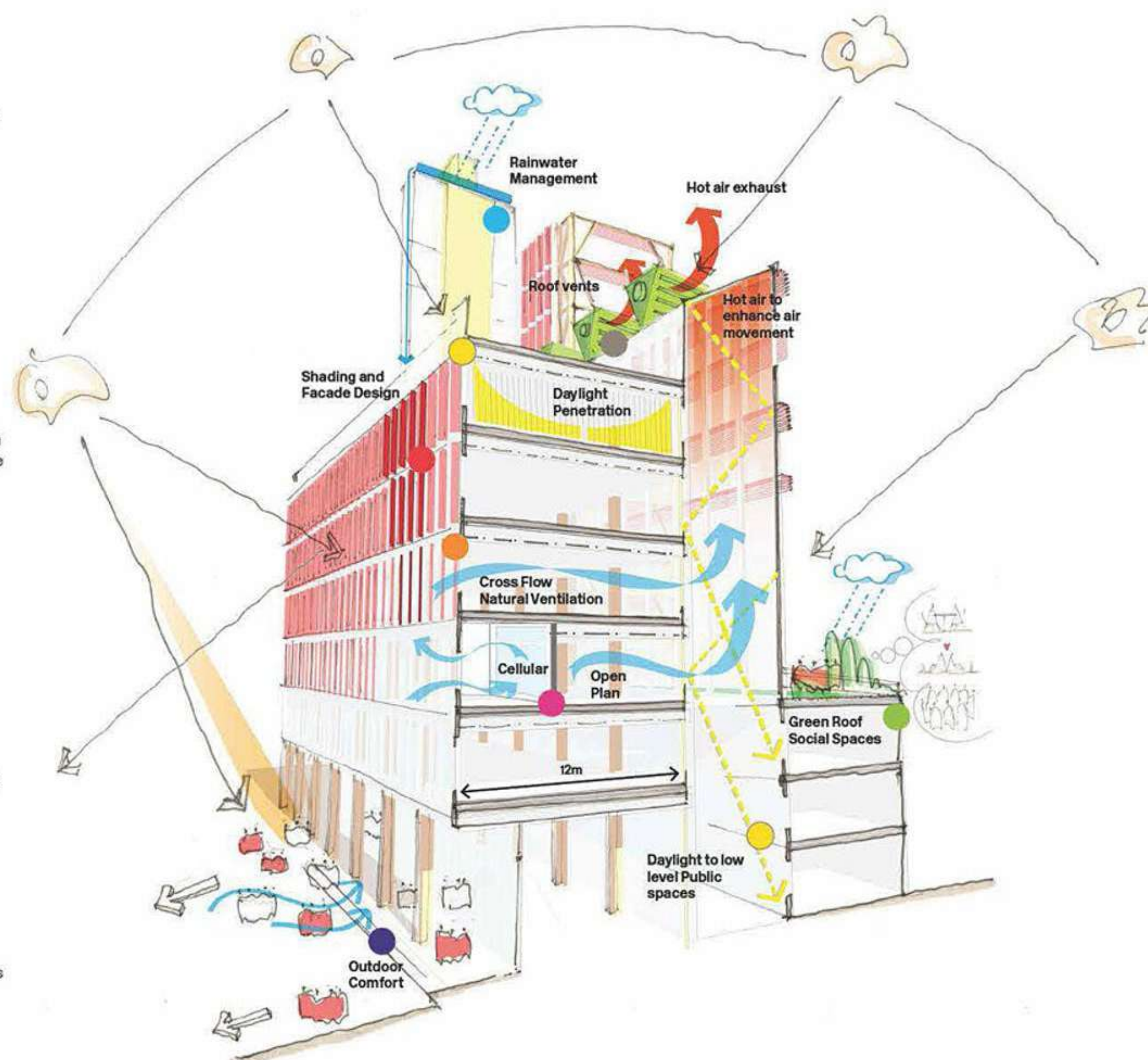
Proposed Development Guidelines

- Incorporate passive and active building systems
- Hardscape materials should be selected to limit the urban heat island effect
- Development should be economically viable, culturally relevant, and welcoming to all
- Development should anticipate sea-level rise and a rising water table
- Use landscaping that requires little or no irrigation
- Use building products that incorporate recycled content materials



6FT SEA LEVEL RISE MAP (100 YEAR PROJECTION)

- Outdoor Comfort**
 Building design to provide for creation of micro-climates for comfortable outdoor social spaces.
- Flexibility and Adaptability**
 Simplicity in Architectural + Structural + MEP design of the academic spaces to provide for complete flexibility and adaptability for the changing future needs of academic departments and changes in climate, technology and workspace trends.
- Natural Ventilation**
 The Natural ventilation design is Simple and Robust. The environmental design approach for the building aims at maximizing naturally ventilated spaces. This is mainly achieved by narrow floor plates allowing cross flow and an atrium with roof vents to enhance air movement.
- Daylight Penetration**
 Narrow floor plates with daylight penetration from both sides and shading devices for solar and glare control maximizes evenly distributed daylight to internal spaces.
- Solar control (Shading design)**
 Shading design responds or “maps” to the solar radiation received across each facade. This is a function of shading provided from surrounding buildings and self-shading from the proposed building itself.
- Atrium Design and Ventilation**
 Atrium spans over full height of the lower block, thereby providing enhanced air movement, daylight to ground level circulation and upper level spaces and preserving rights of light to neighbouring buildings. Provides for hot air stack column.
- Green Roof**
 Green roof provides for elevated social and study spaces, storm water attenuation, enhanced biodiversity and create visual interest to occupants of the proposed and neighbouring buildings.
- Rainwater management**
 Rainwater management to offset potable water demand in the building and to minimise storm water runoff.



Source: Rogers Stirk Harbour + Partners